

Comparisons Between Wyle Report and Proposed Airport Overlay District

High Point's acoustical consultant, Wyle Laboratories, recommended four noise impact zones—1, 1A, 2 and 3. Different regulations were recommended for each zone, as follows:

- Zone 1 – No new residential uses. Notification that noise at objectionable levels may occur required.
- Zone 1A – A reduction in noise levels, outdoor to indoor, of 30 decibels in new residential uses. Notification that noise at objectionable levels may occur required.
- Zone 2 – All new residential uses must have central air conditioning so that windows can be closed. Notification that noise at objectionable levels may occur required.
- Zone 3 – Notification that noise at objectionable levels may occur required.

High Point is considering very similar noise impact zones for its Airport Overlay District. The most important difference is the city's proposed Zone 1. The proposed Airport Overlay District's Zone 1 considers daytime noise impacts as well as nighttime noise impacts. Because the Wyle Report focuses on nighttime noise impacts, there is no equivalent zone in its recommendations. In the proposed Aircraft Overlay District, daytime noise sensitive uses like schools and daycare centers would be prohibited in Zone 1. In addition, facilities that would draw large crowds and uses that might interfere with aircraft operations would be prohibited in Zone 1. These are public safety measures. In the first case, large numbers of people on the ground could be injured in an aircraft crash. In the second, uses which emit smoke or bright lights, or which attract birds, could endanger aircraft. The proposed Aircraft Overlay District's Zones 2, 3, 4 and 5 correspond to Wyle's Zones 1, 1A, 2 and 3 in the regulations proposed.

Proposed Aircraft Overlay Zone		Wyle Report
Zone 1		N/A
Zone 2	=	Zone 1
Zone 3	=	Zone 1A
Zone 4	=	Zone 2
Zone 5	=	Zone 3